

Figure 1

10	20	30	40	50	60
ACAAGATGCC	ATTGTCCCC	GGCCTCCTGC	TGCTGCTGCT	CTCCGGGGCC	ACGGCCACCG
70	80	90	100	110	120
CTGCCCCTGCC	CCTGGAGGGT	GGCCCCACCG	GCCGAGACAG	CGAGCATATG	CAGGAAGCGG
130	140	150	160	170	180
CAGGAATAAG	GAAAAGCAGC	CTCCTGACTT	TCCTCGCTTG	GTGGTTTGAG	TGGACCTCCC
190	200	210	220	230	240
AGGCCAGTGC	CGGGCCCCCTC	ATAGGAGAGG	AAGCTCGGGA	GGTGGCCAGG	CGGCAGGAAG
250	260	270	280	290	300
GCGCACCCCC	CCAGCAATCC	GCGCGCCGGG	ACAGAATGCC	CTGCAGGAAC	TTCTTCTGGA
310	320	330	340	350	360
AGACCTTCTC	CTCCTGC AAA	TAAACCTCA	CCCATGAATG	CTCAGCGAAG	TTTAATTACA
370	380	390	400	410	420
GACCTGAA..

3 AAGATGCCATTGTCCCCCGGCTCCTGCTGCTGCTCTCCGGGCGCCACGGCCACCGCT 62
 1 MetProLeuSerProGlyLeuLeuLeuLeuLeuSerGlyAlaThrAlaThrAla 19
 63 GCCCTGCCCTGGAGGTGGCCCCACCGCGGAGACAGCGAGCATATGCAGGAAGCGGCA 122
 19 AlaLeuProLeuGluGlyGlyProThrGlyArgAspSerGluHisMetGlnGluAlaAla 39
 123 GGAATAAGGAAAAGCAGCCTCCTGACTTTCCTCGCTTGGTGGTTTGAGTGACCTCCCAG 182
 39 GlyIleArgLysSerSerLeuLeuThrPheLeuAlaTrpTrpPheGluTrpThrSerGln 59
 183 GCCAGTCCCCGGCCCCCTCATAGAGAGGAAGCTCGGGAGGTGGCCAGCGCAGGAAGGC 242
 59 AlaSerAlaGlyProLeuIleGlyGluGluAlaArgGluValAlaArgArgGlnGluGly 79
 243 GCACCCCCCAGCAATCCGCGCGCGGACAGAAATGCCCTGCAGGAACCTTCTTCTGGAAG 302
 79 AlaProProGlnGlnSerAlaArgArgAspArgMetProCysArgAsnPhePheTrpLys 99
 303 ACCTTCTCCTCGCAATAAAACCTCACCCCATGAATGCTCACGCAAGTTTAATTACAGA 362
 99 ThrPheSerSerCysLys*** 106
 363 CCTGAA 368
 106 106

Figure 3

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Figure 4

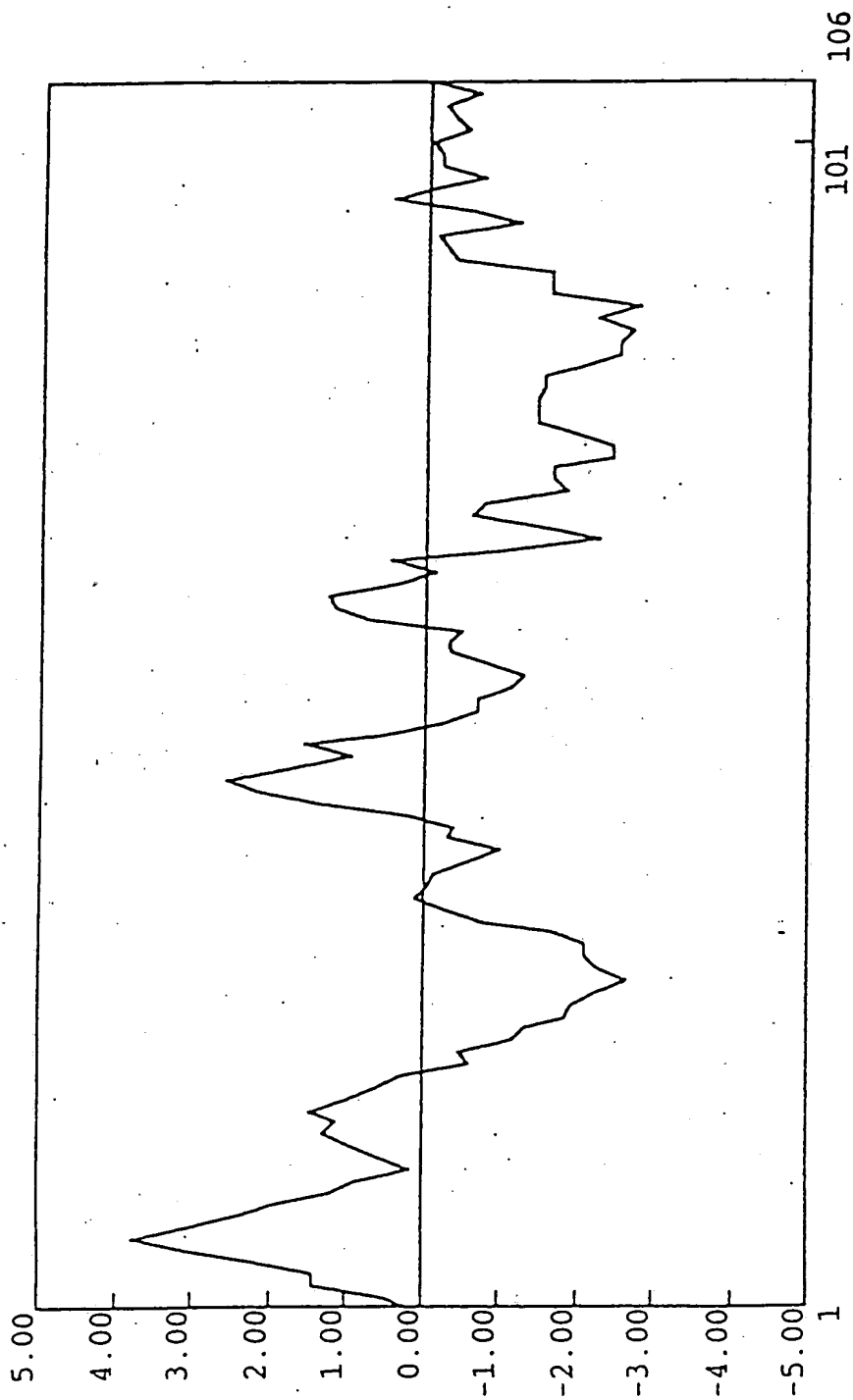


Figure 5

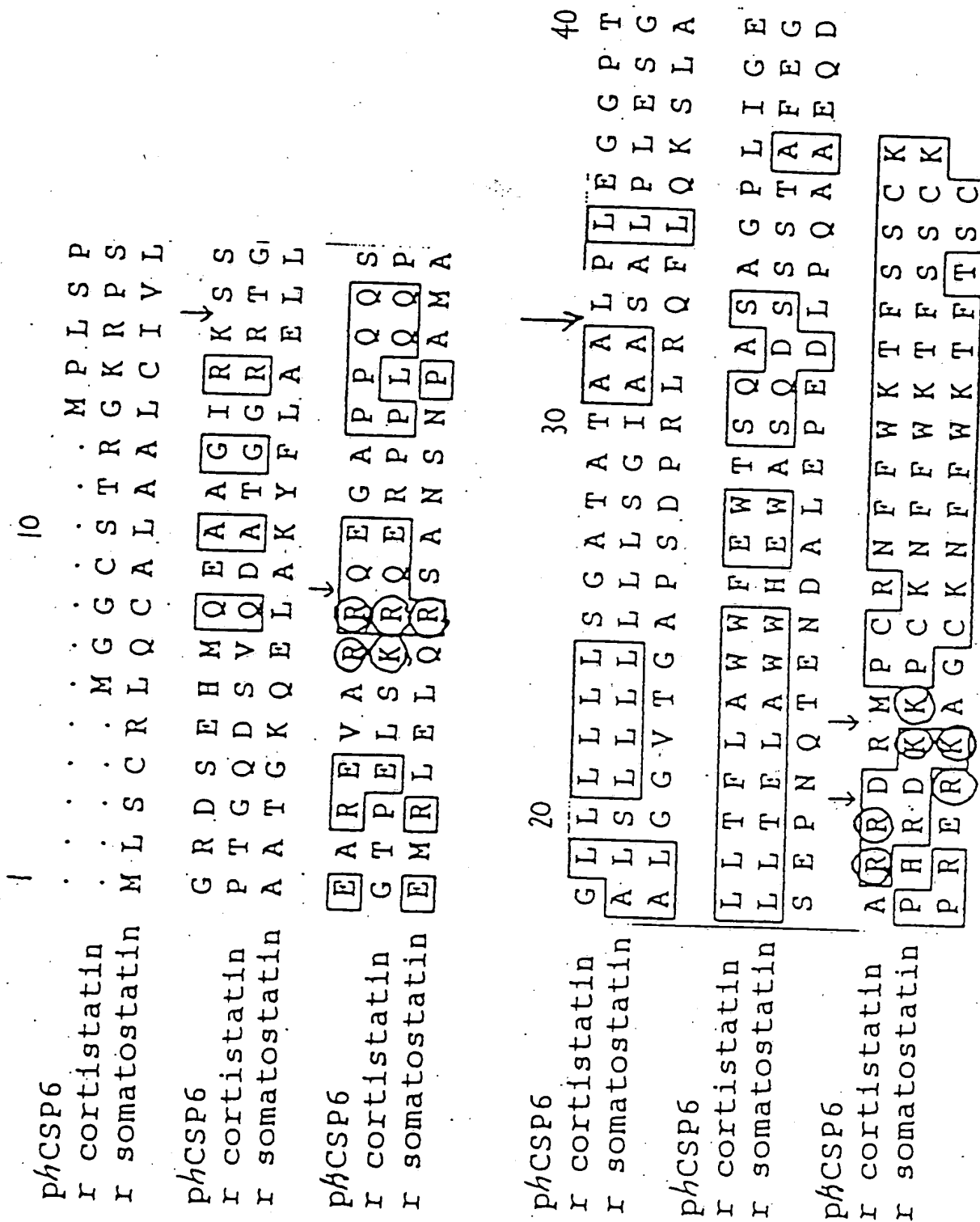


Figure 6

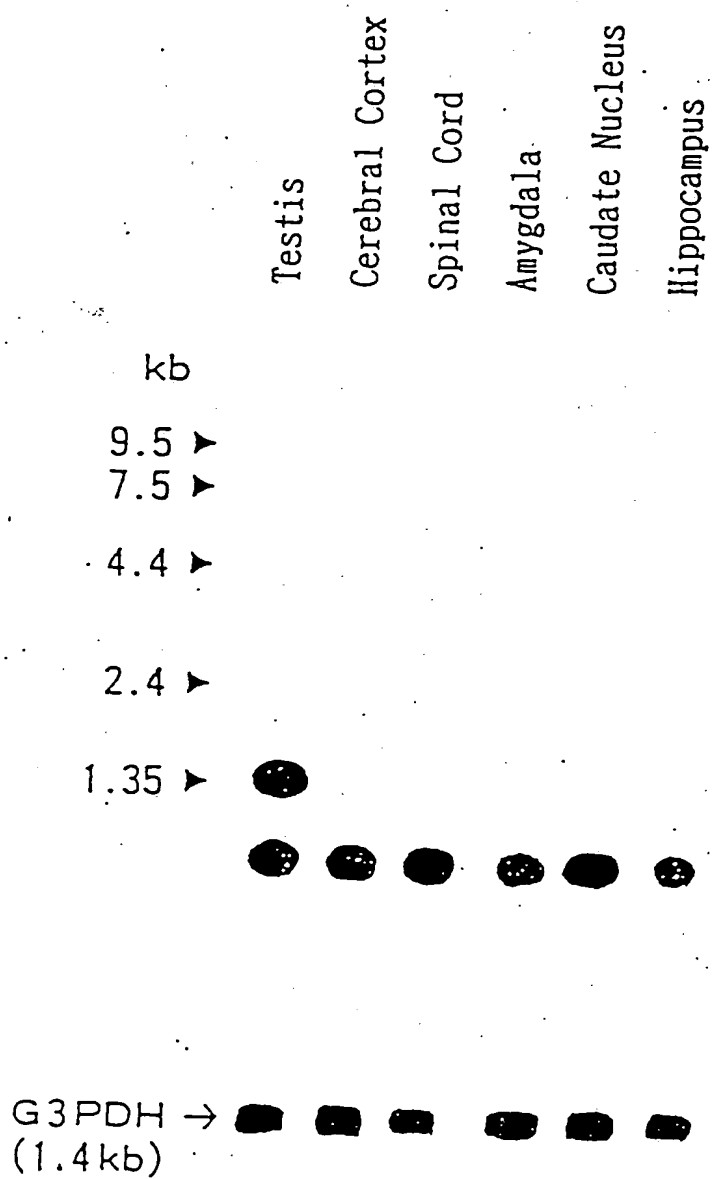


Figure 7

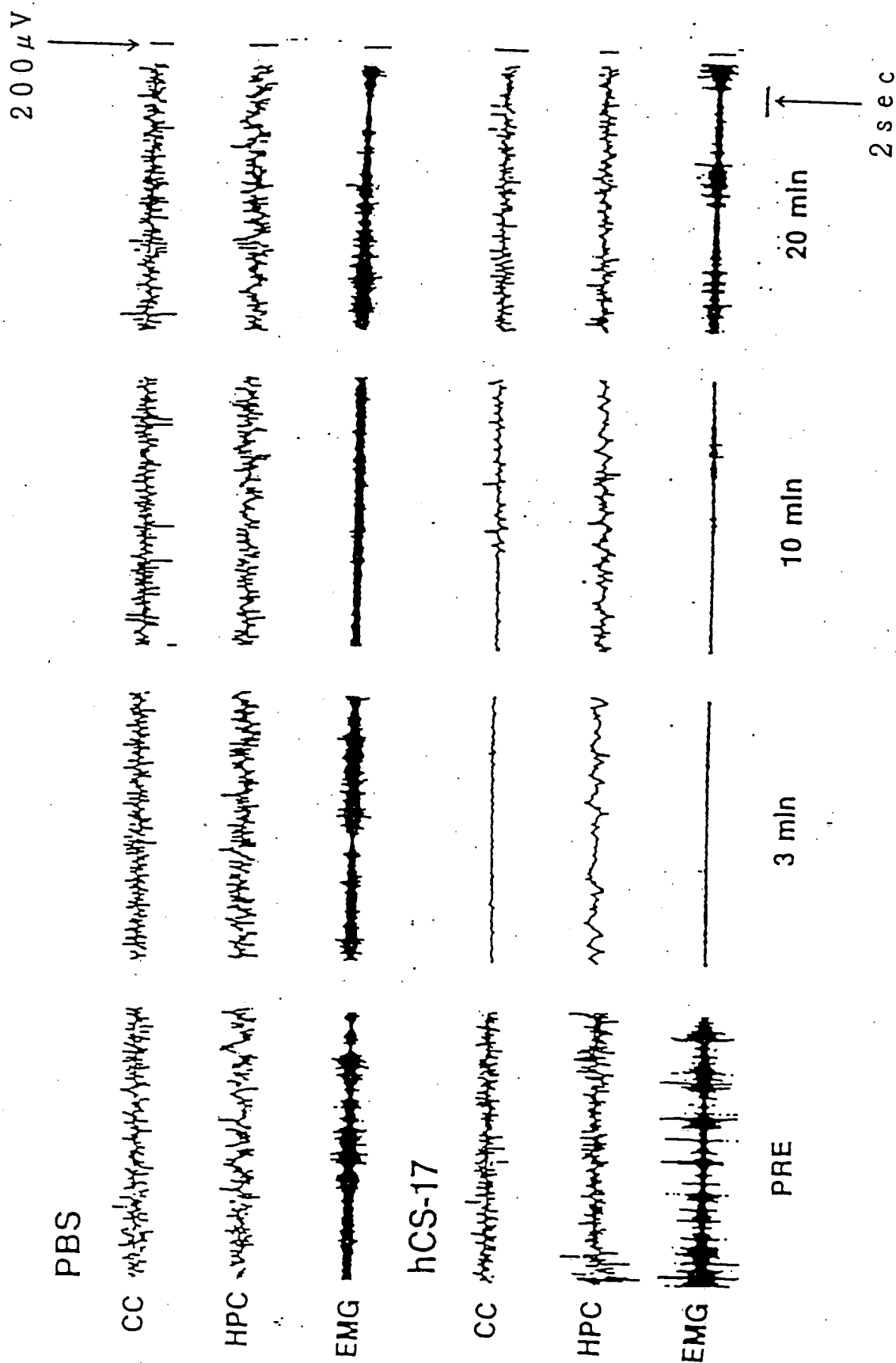
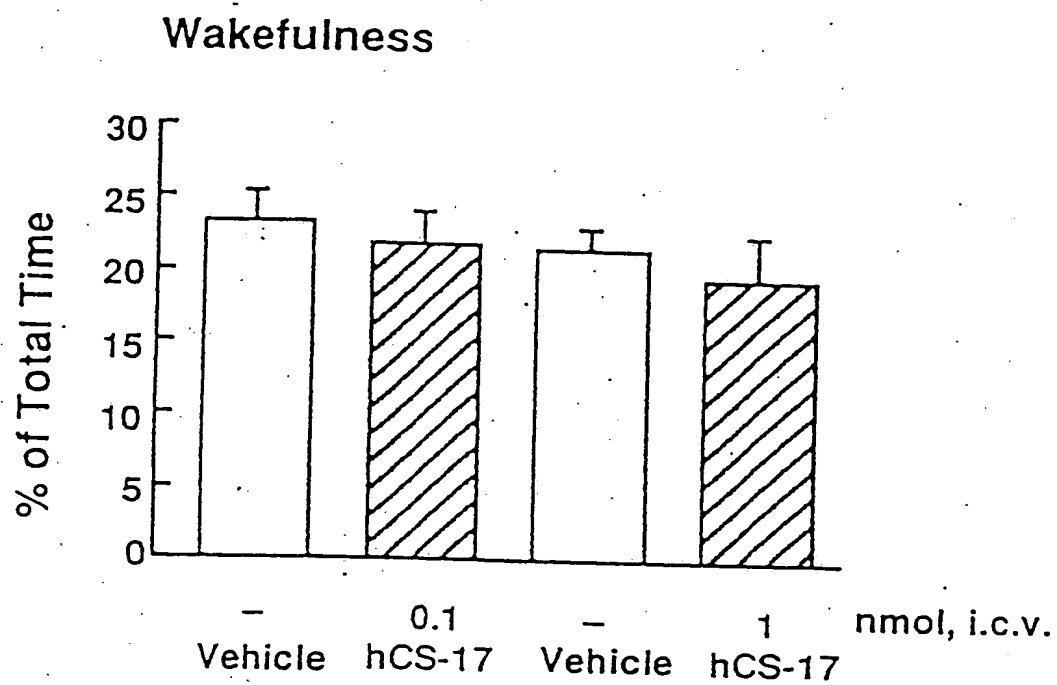
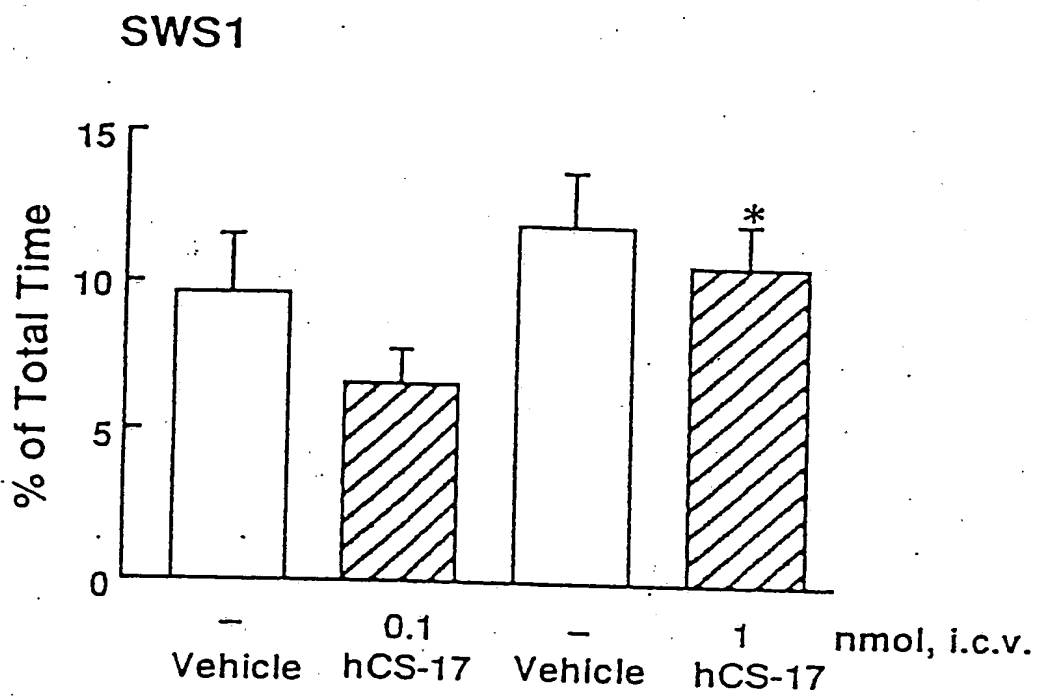


Figure 8



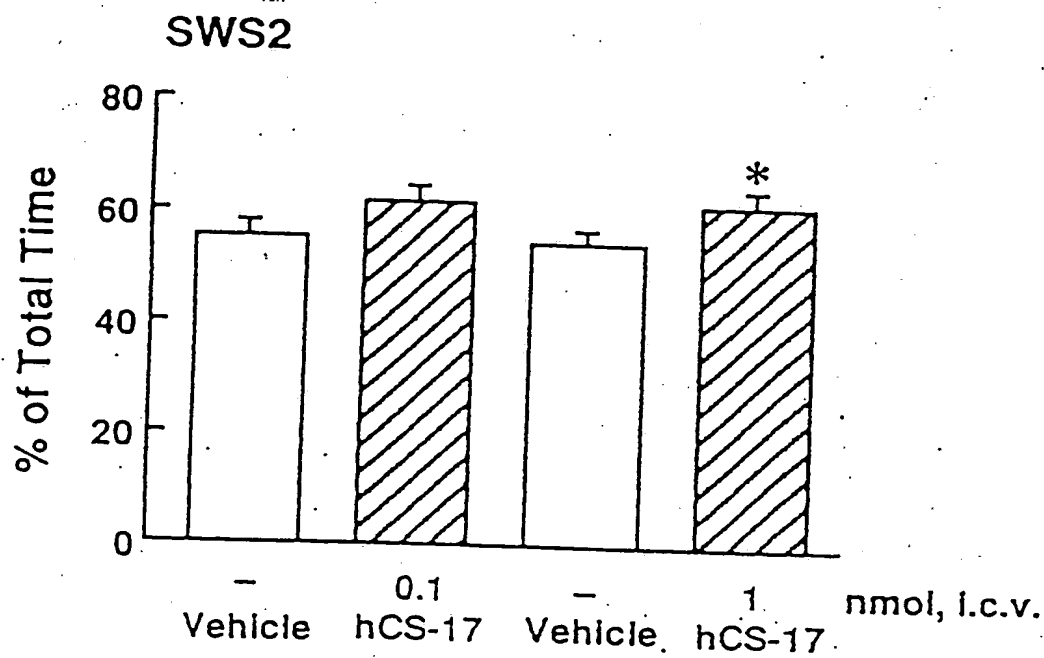
* $P < 0.05$, compared with vehicle control.

Figure 9



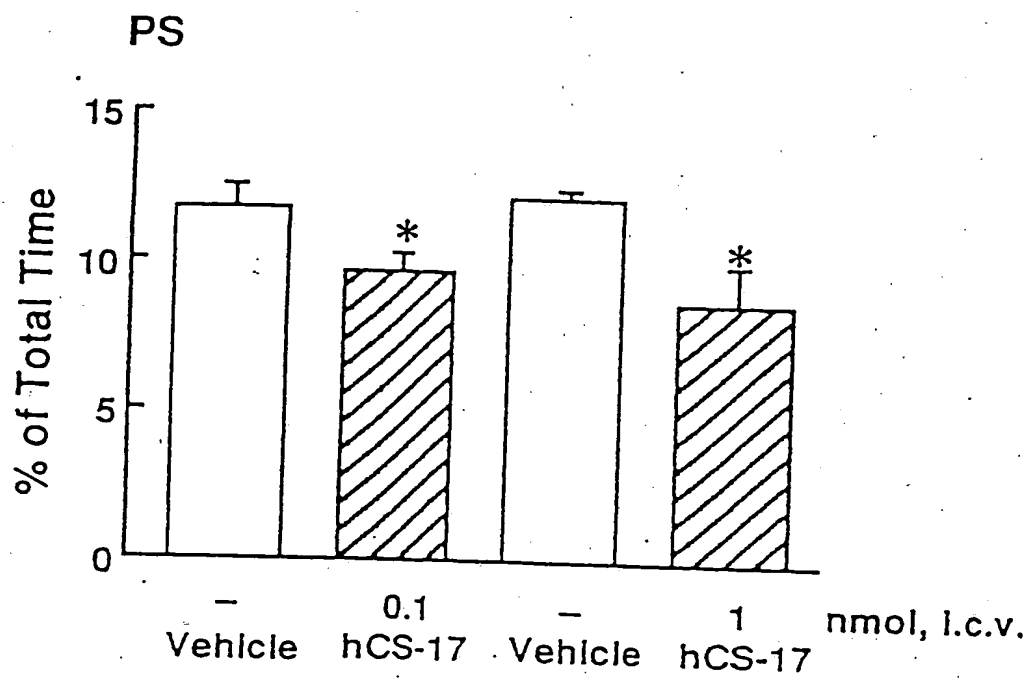
* $P < 0.05$, compared with vehicle control.

Figure 10



* $P < 0.05$, compared with vehicle control

Figure 11



* $P < 0.05$, compared with vehicle control